

JONES & TAYLOR  
Steamers and Contractors.  
Lighters and Steam Launches  
Supplied.  
ILOILO, PHILIPPINE ISLANDS.

# The Hongkong Telegraph.

ESTABLISHED 1881.

THE UNITED ASBESTOS  
ORIENTAL AGENCY  
Sales Agents for the  
UNITED ASBESTOS COM-  
PANY, LTD, LONDON  
DODWELL & CO, LIMITED  
General Managers.

NEW SERIES No. 1353. 日四廿九月五十二緒光

SATURDAY, OCTOBER 28, 1899.

六拜禮 號八廿月十英港香

THIRTY DOLLARS  
PER ANNUM.

## Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.  
ESTABLISHED 1880.  
CAPITAL SUBSCRIBED Yen 24,000,000  
CAPITAL PAID-UP " 12,000,000  
CAPITAL UNCALLED " 12,000,000  
RESERVE FUND " 7,500,000

Head Office—YOKOHAMA.

Branches and Agencies.

TOKIO. KOBE.  
NAGASAKI. LONDON.  
LYONS. NEW YORK.  
SAN FRANCISCO. HONOLULU.  
BOMBAY. SHANGHAI.  
TIENTSIEN.

LONDON BANKERS:  
THE LONDON JOINT STOCK BANK, LTD.  
PARRS BANK, LTD.  
THE UNION BANK OF LONDON, LTD.

HONGKONG AGENCY—INTEREST ALLOWED.  
On Current Account at the rate of 2 per cent.  
per Annum on the Daily Balance.

On fixed deposits for 12 months at 5 per cent.  
" " 4  
" " 3  
" " 3  
S. CHOH, Agent.

Hongkong, 4th October, 1899. [132]

HONGKONG AND SHANGHAI  
BANKING CORPORATION.  
PAID-UP CAPITAL \$10,000,000  
RESERVE FUND \$11,000,000  
RESERVE LIABILITY OF PROP'TORS \$10,000,000

COURT OF DIRECTORS:  
R. M. GRAY, Esq., Chairman.  
N. A. SIENS, Esq., Deputy Chairman.  
David Meyer Moses, Esq.

E. Goetz, Esq. A. McConachie, Esq.  
A. Haupt, Esq. A. J. Raymond, Esq.  
R. H. Hill, Esq. P. Sachse, Esq.  
The Hon. J. J. Kewick, R. Shewar, Esq.

CHIEF MANAGER:  
Hongkong—Sir THOMAS JACKSON.

MANAGER:  
Shanghai—J. P. WADDINGTON, Esq.

LONDON BANKERS—LONDON AND COUNTY  
BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:

On Current Account at the rate of 2 per cent.  
per Annum on the daily balance.

ON FIXED DEPOSITS:  
For 3 months, 2½ per cent. per Annum.  
For 6 months, 3½ per cent. per Annum.  
For 12 months, 4 per cent. per Annum.

THOMAS JACKSON, Chief Manager.

Hongkong, 16th October, 1899. [133]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted  
by the HONGKONG AND SHANGHAI  
BANKING CORPORATION. Rules may be  
obtained on application.

INTEREST on deposits is allowed at 3½ PER  
CENT. per annum.

Depositors may transfer at their option  
balances of \$100 or more to the HONGKONG AND  
SHANGHAI BANK to be placed on FIXED  
DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI  
BANKING CORPORATION,  
T. JACKSON,  
Chief Manager.

Hongkong, 1st August, 1895. [10]

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE  
OF THE 12TH NOVEMBER, 1866.

Shanghai Taels.

SUBSCRIBED CAPITAL \$5,000,000  
PAID-UP CAPITAL \$2,500,000

Head Office—SHANGHAI.

Branches and Agencies:  
CANTON. HANKOW.  
CHEFOO. PEKING.  
CHINKIANG. SWATOW.  
FOOCHOW. TIENSIN.

THE Bank purchases and receives for col-  
lection Bills of Exchange drawn on the  
above places, and Sells Drafts and Telegraphic  
Transfers Payable at its Branches and Agen-  
cies.

HONGKONG BRANCH.  
Advances made on approved securities.  
Bills discounted.

INTEREST ALLOWED ON DEPOSITS.

3% per Annum. Fixed Deposits for 3 months.

4% " " 6 " 12 "

5% " " 12 "

E. W. RUTTER,  
Acting Manager.

Hongkong, 15th October, 1898. [123]

THE NATIONAL BANK OF CHINA,  
LIMITED.

Authorised Capital \$1,000,000

Paid up Capital \$24,374

HEAD OFFICE—HONGKONG.

Board of Directors:  
Chen Kit Shan, Esq.  
Chow Tung Shang, Esq. | Kwan Hoi Chuen, Esq.  
D. Gillies, Esq. | J. T. Lauts, Esq.

Chief Manager:

GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed 4.5%.

Hongkong, 30th May, 1899. [18]

THE CHARTERED BANK OF INDIA,  
AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

CAPITAL PAID-UP \$1,800,000

RESERVE LIABILITY OF SHARE-  
HOLDERS \$800,000

RESERVE FUND \$100,000

INTEREST ALLOWED on CURRENT

ACCOUNT at the Rate of 2 per cent. per

annum on the Daily Balances.

On Fixed Deposits for 12 months, 4 per cent.

" " 6 " 12 "

T. H. WHITEHEAD,  
Manager, Hongkong.

Hongkong, 20th May, 1898. [131]

## Intimations.

PENINSULAR AND ORIENTAL STEAM  
NAVIGATION COMPANY.

(cont.)

| FOR        | STEAMERS | CAPTAINS              | TO SAIL            | REMARKS             |
|------------|----------|-----------------------|--------------------|---------------------|
| SHANGHAI   | Bengal   | S. Barcham            | 10 A.M., 29th Oct. | Freight or Passage. |
| LONDON     | Jawn     | G. W. Gordon, R.N.R.  | About 2nd Nov.     | Freight or Passage. |
| JAPAN, &c. | Japan*   | G. K. Wright, R.N.R.  | About 4th Nov.     | Freight or Passage. |
| LONDON     | Shanghai | F. C. A. Lyon, R.N.R. | About 6th Nov.     | Freight or Passage. |

(Passing through the Inland Sea).

For Further Particulars apply to

H. A. RITCHIE, Superintendent.

Hongkong, 28th October, 1899. [15]

## JUST LANDED.

GIESLER & CO'S  
CHAMPAGNE.

In Magnums—Bottles and Half Bottles.

One of the most popular Brands in ENGLAND and the  
UNITED STATES.

CALDBECK, MACGREGOR & CO.,

Sole Agents for

Hongkong, China, Japan, the Strait Settlements,  
the Philippines and British North Borneo.

Hongkong, 18th October, 1899. [15]

NEW ROOMS  
At Moderate Daily Rates.

HONGKONG  
HOTEL

BLATZ,

A LIGHT, SPARKLING

AMERICAN BEER,  
WELL BREWED AND CAREFULLY BOTTLED.

SOLE AGENTS—

H. PRICE & Co.,  
WINE AND SPIRIT MERCHANTS,

12, QUEEN'S ROAD. [20]

Hongkong, 17th October, 1899.

THE CLUB HOTEL,  
LIMITED.

No. 5-B, RUND, YOKOHAMA.

A FIRST-CLASS HOTEL Centrally situated, well furnished and  
supplied with excellent Cuisine and Good Wines.  
The Company's Steam-launch attends the arrival and departure of all  
Mail Steamers.

Special attention paid to the Comfort of Visitors.

E. V. SIOEN, Manager.

Yokohama, 1st October, 1897. [36]

THE VERY LATEST,

Ex. S.S. SHANGHAI.

(cont.)

AN UNPRECEDENTED SHOW OF

FASHIONABLE WINTER GOODS  
NOW ON VIEW.

W. POWELL & Co.,  
Immed. Opposite P.O., 1st floor.

27]

## Intimations.

A

foreigner may sneer at the enthusiasm of our Volunteer Forces, and imagine that in actual warfare they  
would be of

## LITTLE.

use, but there is no doubt that, in our recent difficulties, and they have been many, the fact that the

## BRITISH ARMY

is so well prepared for any contingency, has made our very doubtful friends and would-be enemies pause  
before insulting or annoying us too far; but it

## GOES

without saying that, to remain strong, we must keep healthy. A person suffering from Indigestion, Bilious-  
ness, and general ill-health, often declares that life is

## A—

burden, and he imagines nothing will set him right. Let him, however, purchase a box of BEECHAM'S  
PILLS and try them, and he will soon have cause to wonder why he suffered so

## LONG

and unnecessarily when such a complete remedy exists, as it were, almost at his door. In this

## WAY

he will realise beyond all doubt the truth of that old saying that "Beecham's Pills are Worth a Guinea a Box."

Watkins, Limited,  
SOLE AGENTS.

[14]

## Auctions.

### GOVERNMENT NOTIFICATION.

No. 564.

THE following Particulars of Sale of Crown  
Land by Public Auction, to be held at  
the Offices of the Public Works Department, on  
MONDAY, the 30th day of October, 1899, at 3 P.M., are  
published for general information.

By Command,  
J. H. STEWART LOCKHART,  
Colonial Secretary,  
Colonial Secretary's Office,  
Hongkong, 14th October, 1899. [1334]

Particulars of the letting by Public Auction  
Sale, to be held on Monday, the 30th day of  
October, 1899, at 3 P.M., at the Offices of  
the Public Works Department, by Order of His  
Excellency the Governor, of One Lot of CROWN  
LAND, in the Colony of Hongkong, for a term  
of 75 Years, with the option of renewal at a  
CROWN RENT to be fixed by the Surveyor  
of Her Majesty the QUEEN for one further  
term of 75 years.

PARTICULARS OF THE LOT.

| No. of Sale. | Registry No. | Boundary Measurements.          | Annual Rent. |
|--------------|--------------|---------------------------------|--------------|
|              |              | ft. ft. ft. ft. ft. ft. ft. ft. | £            |

Rural Building  
Land Lot No. 28, Duddell Street,  
Hongkong, 4th January, 1899. [28]

## PEAK HOTEL

AND

CRAIGIEBURN.

THE PEAK HOTEL is situated at VICTORIA GAP, adjoining the TRAMWAY TERMINUS,  
1,530 feet above sea level.

CRAIGIEBURN is situated at PLUNKETT'S GAP, five minutes walk from the PEAK  
HOTEL.

Fine Healthy location, variety of beautiful scenery. Cool Southerly breezes in Summer  
with perfect protection against the North East Winds in Winter.

Well appointed rooms, attentive service and excellent Cuisine.

GEO. J. CASANOVA,  
Manager. [28]

# THE HONGKONG TELEGRAPH, SATURDAY, OCTOBER 28, 1899.

## To-day's Advertisements.

ZETLAND LODGE,  
No. 525, E.C.

A REGULAR MEETING of the above LODGE will be held at the FREEMASONS' HALL, Zetland Street, on WEDNESDAY, the 1st November, at 8.30 or 9 p.m. precisely. Visiting Brethren are cordially invited to attend.

Hongkong, 28th October, 1899. [1356a]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & TAIWANFOO. THE Company's Steamship

"THALES"

Captain Passmore, will be despatched for the above Ports, on TUESDAY, the 31st instant, at daylight.

For Freight or Passage, apply to

DOUGLAS LIAFAIK & CO., General Managers.

Hongkong, 28th October, 1899. [1359a]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA VIA AMOY.

THE Company's Steamship

"SUNGKIAN"

Captain Moore, will be despatched as above on TUESDAY, the 31st instant.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer.

The Vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 28th October, 1899. [1332a]

ACCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES OF CARGO per Steamship "COPIC."

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

J. S. VAN BUREN, Agent.

Hongkong, 28th October, 1899. [2]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"BENGAL."

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

From London, &c., ex S.S. *Irritania*.

From Italy, ex S.S. *Thames*.

From Persian Gulf, ex B. I. S. N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 2 P.M., TO-DAY.

Goods not cleared by the 3rd November, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognized.

H. A. RITCHIE,

Superintendent.

Hongkong, 28th October, 1899. [5]

NOTICE.

THE OFFICES of the "HONGKONG TELEGRAPH" have This Day been removed to NO. 50, QUEEN'S ROAD CENTRAL, Second Floor, (the premises formerly occupied by Messrs. POWELL & CO.) to which address all communications should be addressed.

ETH. F. SKERTCHLY,

Manager.

Hongkong, 1st May, 1899.

Entitiation.

A. S. WATSON & CO., LIMITED.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

BRANDIES.

*Per Case*

*1 doz.*

A.—Hennessy's Old Pale, Red Capsule - - - - - \$18

B.—Superior Very Old Cognac Red Capsule - - - - - \$21

C.—Very Old Liqueur Cognac \$24

V.O.—D.—Hennessy's Finest Very Old Liqueur Cognac, 1872 Vintage, Red Capsule - - - - - \$38

V.V.O.—E.—Finest Very Old Liqueur Cognac, 1862 Vintage - - - - - \$48

All our Brandies are guaranteed to be pure COGNAC, the differences in price being merely a question of age and vintage.

Sample bottles and smaller quantities will be supplied at proportionate wholesale rates.

A. S. WATSON & Co., Limited.  
QUEEN'S ROAD CENTRAL

## BIRTH.

At "Halton" Singapore, on the 19th October, the wife of WALTER MERZ, of a daughter.

## The Hongkong Telegraph

HONGKONG, SATURDAY, OCTOBER 28, 1899.

## TELEGRAMS.

### REUTER'S TELEGRAMS.

#### THE WAR.

LONDON, October 25th.

General Yule and General White have effected a junction. General White occupies all the strong positions on the road to Ladysmith.

The loss of the British in the engagement with the Free State troops on Tuesday was 13 killed and 60 wounded.

The War Office learns unofficially that the Boers, after the attack on Glencoe, captured a squadron of the 18th Hussars with eight officers.

LONDON, October 26th.

A train load of prisoners, including nine officers of the 18th Hussars and Dublins (Dublin Fusiliers), captured after the fight at Glencoe, has arrived at Pretoria. The prisoners were received by a great crowd in solemn silence. Thirty Hussars under a Sergeant have reached Ladysmith having fought their way through.

General Yule reached Ladysmith after an arduous night's march in tremendous rain. The troops were sorely fatigued but in good spirits and only need rest.

The bombardment of Mafeking has commenced.

General Symons is dead.

LATER.

Despatches delayed on the way show that no Boer guns were taken at Glencoe and more than only a few killed and wounded Boers were found in the captured position.

The Grenadier Guards have sailed for the Cape.

(From Straits Papers.)

BOER SHOOTING SAID TO BE POOR. THEY CAPTURE A TRAIN, AND TAKE PRISONERS.

LONDON, October 21st.

LATER.

It is noteworthy that the Boer shooting has been consistently poor hitherto.

The Boers have captured a provision train between Ladysmith and Dundee.

It is reported that the train contains an Imperial Officer and several newspaper correspondents who are all prisoners.

DUNDEE CUT OFF.

SIR GEORGE WHITE'S ACTION.

Communication with Dundee is cut. Sir George White has taken steps to secure Matzibung and Durban against raid.

ANOTHER FIGHT IMMINENT.

9,000 Boers are advancing from Hatting-spruit.

The Leicesters and the 13th battery of Artillery have gone to meet them.

BOERS IN VRYBURG.

The police forces have withdrawn from Vryburg, which town the Boers occupied on Sunday.

The House of Commons have voted the reply to the Address.

(From Dutch Source.)

THE HAGUE, October 16th.

The Boers have attacked Kimberley, where Cecil Rhodes now is. They hold the railway near the Molten River. Rumour says that fighting took place south of Kimberley on Sunday. The Boers are now fully invested by them.

The Boers are marching south of Newcastle by way of Ingagane, and honestly pay for supplies.

The inhabitants of Newcastle, including 400 Hollanders, have joined the Boers. The Government newspaper of Natal takes it for granted that all the inhabitants of that Colony are in favour of the Boers. Twelve thousand Boers are between Reenen's Pass and Ladysmith. The attack on Mafeking is being vigorously carried on by Commandant Cronje. Much use is made of dynamite in the attack.

From London, &c., ex S.S. *Irritania*.

From Persian Gulf, ex B. I. S. N. and B. & P. S. N. Co.'s Steamers.

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No Fire Insurance will be effected by me in any case whatever.

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H. A. RITCHIE,

Superintendent.

Hongkong, 28th October, 1899. [5]

WEATHER REPORT.

The Observatory report says:-

On the 28th at 11.50 a.m. the barometer has

risen over the Philippines, fallen in Japan.

High pressure still covers China, and pressure seems to be low in the Pacific to the S. of Japan.

Clouds moderate. Fresh monsoon on the coast, strong monsoon in the N. of the China Sea. FORECAST:-Fresh N.E. to N. winds; fine.

(From Dutch Source.)

LOCAL AND GENERAL.

The publication of this issue commenced at 6 p.m.

PROFESSOR KOCH, the well-known malaria expert, is now in Java. In that island, which abounds with mosquitoes, he is seeking to find the kind which conveys malaria germs.

A SPECIAL meeting of the Sanitary Board is summoned for 12 noon on Monday, the 30th inst., for the purpose of discussing certain matters in connection with the Insanitary Properties Bill.

A VERY general sympathy is expressed for Mr. H. C. Ridges, Treasurer of Selangor, says the *Malay Mail*, in connection with the late Treasury defalcations, as he has to make good all the missing money, amounting to some thousands of dollars.

THE Band of the Hongkong Regiment will play at the Hongkong Hotel this evening, from 8 p.m. to 9.30 p.m.

March.—"Australia".....Glovers.

Overture.....Glovers.

"Haller's Galliard".....H. S. Abdul.

Fantasia....."Pastoral Scene".....Tune.

"The Soldier's Dream"....."Lamia".....Potts.

"The Whistling"....."Lamia".....Potts.

"The Queen"....."Lamia".....Potts.

It was driven 44-feet 6-inches and opened up.

It is a splendid work so far as it is yet developed, being good gold bearing quartz some 4 feet to 5 feet thick, almost vertical, with soft well defined porphyry walls.

Shaft. Preparations are being made to sink this to further develop the ore found in the last above mentioned.

Reduction Works.

Mill.—These were run equivalent to 200 days full time, 14 stamps on Headings and 8 stamps

and 2 concentrators on "Tanking" and other ores, and concentrators as follows:-

Headings 1,716.3 365.93 134.61 40 161.03

Tankong 542.5 131.00 44.51 40 161.03

Manik 18.5 13.00 4.00 40 161.03

Total 2,531.8 486.93 170.12 40 161.03

A assay value 0.6 tons 12.4 gms.

Bullion Assay here, Gold, 871.85 fine, value per oz. £3 14s 0.81d. Silver, 111.97 fine, value per oz. 3 24d at 2s. 5d. Total £3 14s 0.81d.

GENERAL.

Labour.—This continues scarcely sufficient for our wants.

Water Power. This has been sufficient to run the mill during the month.

Transport.—Sickness and death among our contractors' bullocks made us very short of transport for timber and firewood during the first of the month and made it impossible to convey as much ore from "Tanking" to the mill as was wanted, but the condition is improving now.

BY THE MAIL.

(From Home Exchange)

Kruger.

Mr. Kruger, the President of the Transvaal Republic, whose early years were spent in the solitude of Colesberg, was brought up in an atmosphere of the narrowest possible orthodoxy. He was thoroughly indoctrinated in the Old Testament, and taught to regard the formulæ of the Synod of Dort as an infallible declaration of absolute truth. He looked upon the use of hymns in public worship as a most dangerous innovation. He thus grew up as an ultra-orthodox and determined Calvinist. He had received a very limited education, but while deficient in culture he was ever on the alert and of an energetic temperament; with intervals of mystic brooding. His admirers relate how, at a critical time, he spent three days in prayer on Magaliesberg, waiting for divine guidance. When elected as vice-president, he commended his address to the assembly with the declaration that he looked on his appointment as coming from the King of Kings and that he had, therefore, no choice except to obey.

Mrs. Kruger.

Mrs. Kruger, the wife of the President, is a woman of very few words. Though a devoted mother, she takes absolutely no interest in her husband's schemes or affairs of State. Indeed, if the truth were told, she looks upon all the present trouble as "much ado about nothing." She has an extraordinary aversion to medical men, though she is ever in search of a patent remedy for her chronic complaint—rheumatism, and anyone who succeeds in recommending even a temporary cure earns her most profound regard.

Seized with paralysis.

Sir Edward Wingfield, Permanent Under-Secretary at the Colonial Office, has been seized with paralysis, and is not expected to be able to resume his duties for a considerable time. It was stated on 27th ult. at the Colonial Office that the patient was going on well. Sir Edward Wingfield, who is sixty-five years of age, recently had his period of service extended for two years, in recognition of the valuable work he had performed while at Downing-street. He was appointed Assistant Under-Secretary of State for the Colonies in 1878, and became Permanent Under-Secretary on March 1st, 1897. He was made a Knight Companion of the Bath last New Year's day.

Relics of Nelson.

The sword worn by Nelson, which the late Sir William Fraser bequeathed to the United Service Club, is now in position underneath the portrait of the great naval commander, and it forms a valuable addition to the Nelson relics which are so much cherished in the service. The United Service Institution have long had on exhibition at their museum in Whitehall the sword which Nelson used when boarding the *San Jose* at Cape St. Vincent; while Lord Norreys is the proud possessor of the Trafalgar sword. Hitherto clubland has not been up-to-date in this respect, and the "seniors" are therefore delighted with their legacy. Another memento is the beautiful miniature of Emma, Lady Hamilton, which occupies the place of honour over the mantelpiece in the dining-room of the Army and Navy Club. Inasmuch as this was hung in Nelson's state-room in the *Victor*, it was probably one of the last objects upon which his eyes rested before the commencement of the action in which he lost his life.

Another Arctic Expedition.

Before the expiration of this month another Arctic expedition will leave England. It will be the Jeafferson-Chownes' Expedition, which is now rapidly fitting out. Mr. Joseph Russell Jeafferson, the leader, is a son of Dr. Jeafferson, of Leamington, and has previously been in search of the North Pole, having made a northern journey in 1897. Mr. Chownes is a novice at Arctic exploration. The expedition will go from this country to Archangel, and then, as soon as the condition of the country permits, will proceed in sledges to some of the most unknown parts of Siberia. From Archangel part of the distance will be covered by steamer if the ice is not already firm in the Kara Straits. The idea of the undertaking is not so much to reach the Pole as to explore unknown districts in the Samoyed Peninsula, and to observe the habits of the natives.

Excavations at Hedson.

As was anticipated, the excavations at Hedson (Bucks), on the site of the ancient pile dwellings, have yielded much that is valuable to the antiquarian and archaeologist. In the trial openings a few flint arrow-heads and the skeleton of a horse have been found; and in another part were discovered specimens of pottery of Roman, medieval, and British origin, and osseous remains of sheep, goats, cows, and pigs whose carcasses are thought to have provided food for the colony. Some of the piles unearthed are of large dimensions, one of them having been very accurately squared before insertion. Upon the bones of the animals referred to distinct knife-marks can be traced, even after the lapse of centuries.

Dewey's Welcome.

A MILLION VISITORS ARRIVE IN NEW YORK UNSEENLY SQUABBLE AS TO PRECEDENCE IN THE PARADES IN THE ADMIRAL'S HONOUR.

NEW YORK, Thursday.

The unseemly disputes continue here as to precedence in the parades in honour of Admiral Dewey. The Grand Army men refuse to participate because of the position allotted them. And the "Daughters of Revolution" are protesting because they are refused permission to join the march.

Some 630 vessels will take part in tomorrow's parade in the North River, amongst them being 15 men-of-war.

Democratic leaders persist in believing that they will be able to induce Admiral Dewey to become a candidate for the Presidency.

BESIEGING THE HOTELS.

A million visitors are already here thronging the streets and besieging the hotels and restaurants. The police have received orders to do no clubbing.

Detectives watch all incoming trains in order to arrest suspected crooks, and many mistakes have resulted. A Chicago alderman named M'Kenna, who is known as "Hinkydink," was arrested as a suspect. He is a member of the delegation to invite Admiral Dewey to the Chicago.

The Chicago Press publish bitter cartoons on New York's unseemly enthusiasm.

The Sun says it is a case of sour grapes.

Among the visitors to-day was Jeffries, the champion pugilist, whom Dewey greeted good-naturedly.

MY ENGLISH FRIEND.

A Reuters telegram from New York states that Admiral Dewey yesterday invited several officers belonging to the *Olympic* to his cabin, and lifting a box containing a lion cub on to the table, he said: "Gentlemen, we must give this lion-hearted cub a name." We have decided to call him Chichester, in memory of my English friend Captain Chichester of the British cruiser *Imperialia*.

Three hundred and fifty men of the *Olympic*'s crews have been given bronze medals

which had been voted by Congress in recognition of their services in Manila.

Legal and Criminal.

Dr. Colquhoun, who recently failed for a large sum of money, pleaded guilty at Glasgow Sheriff's Court on 26th ult. to embezzeling money entrusted to him by clients, and was remitted to the High Court at Edinburgh for sentence. The date of sentence will lie with the judicial authorities at Edinburgh. Dr. Colquhoun's brother, Mr. David Colquhoun, pleads not guilty to charges brought against him. The date of his trial has not yet been fixed. There were eighteen charges of embezzeling against Dr. Colquhoun. The accused said: "I have agreed to plead guilty." He signed his plea, and was formally remitted for sentence. The proceedings lasted only three minutes, and at the conclusion Dr. Colquhoun was taken back in a cab to Glasgow Prison. He appeared quite cool and collected. The bail of £5,000 in the case of his brother, David Colquhoun, not being forthcoming, he will remain in Glasgow Gaol pending his trial, which will take place either in Edinburgh or Glasgow, but probably in Glasgow, on Oct. 31.

On 27th ult. it was rumoured that Jabez Spencer Balfour would within the next few days be released from Portland Convict Prison. It was stated that early discharge had been decided upon in consequence of the serious condition of the convict's health, he being described as a complete wreck. On inquiry at the chambers of Mr. John O'Connor, M.P., the barrister who conducted the defence of the convict, it was stated that that gentleman had received no communication from the Home Office on the subject.

Naval and Military.

The court-martial which has been trying the officers concerned in the surrender of Cavite to the Americans formally pronounced judgment on 22nd ult. Admiral Montojo was admonished and placed on the retired list. Captain Sostoa was acquitted, but Coventry and Nineant, on the ground of the former, played a draw. Portsmouth achieved a very creditable victory over Bridgewater.

\* \*

The lesson to be learnt from the recent grounding of the *Bonaventure* in Korniloff Bay, says the *Naval and Military Gazette*, is that absolute reliance cannot be placed in the chart of that and neighbouring ports in Chinese waters. The accident to the *Bonaventure*, taken in conjunction with the grounding of the German war-vessel *Kaiser* in Shantung Inlet, demonstrates very plainly that an imperfect knowledge exists of the submarine dangers on the Chinese and Korean coasts. Over twenty years ago a pinnacle rock similar to that on which the *Bonaventure* almost came to grief, was the cause of a serious disaster in the Gulf of Pechili to the frigate *Topaz*, attached to the flying Squadron. This particular rock was not shown on the chart, and it was simply good seamanship that saved the *Topaz*. With a powerful squadron on the China Station, and British interests in that quarter of the globe rapidly developing, it behoves the authorities to make a more complete survey of these waters than was prepared about two years ago. Until this is done pitfalls for the unwary navigator will continue to make their presence felt.

\* \*

The relative fire energy of the British and foreign warships has recently been commented upon by a writer in a London daily in terms that allowed the foreign vessels material advantage. Thus, the battleship *Formidable* is credited with a fire energy of 34,340 foot tons per ton of displacement, the ships of the *Duvelin* class with 34,08, the Japanese battleship *Sikishima* with 38,07, the Russian *Petropavlosk* with 45,10, and the *Kaiser Friedrich* 111, with the enormous relative fire energy of 53,64. As regards cruisers, British vessels are said to be even weaker in fire energy, the relative disadvantage ton for ton being more marked. The fire energy of the *Cressy* is put at 32,35 foot tons per ton of displacement, and of the new *Powerfuls* at 29,77. Certain foreign cruisers are selected to support the unfavourable comparison, such as the French cruiser *Decaix* with a fire energy of 32,81, the Japanese *Asama* with 55,90, and the Italian *Francesco Ferruccio*, with 62,16 foot tons. These calculations, culled from "Brassey's Annual," are, says a service contemporary, based on the assumption that every gun could be discharged at its nominal rate of speed, and the method seems to us to leave the man behind the gun far too much out of the reckoning.

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\* \*

In the new Russian cruiser which is to be laid down at Windau an attempt is evidently being made to outmatch our *Hermes* class. The *Hermes* carries eleven 6 in. quick-fires, six of which fire on the broadside. The Russian ship will carry twelve, but eight will fire on the broadside, since four of the guns will be mounted in pairs in turrets fore and aft. Her engines will be just twice as powerful as the *Hermes*, developing 20,000 horse-power against the British cruiser's 10,000, and giving a speed of 23 knots against the *Hermes*' 20. The Russian vessel is a newer design, and has the advantage of being 735 tons larger than her British rival.

\* \*

The *Canopus*, has come through her full-power trial with success, and has steamed 183 knots, or 20.25 better than was anticipated. She has done this, too, upon a draught of 26 ft., so that there has been no steaming with less than her service load.

\* \*

The Admiralty has given orders for two new sloops to be laid down at Sheerness Dockyard. They are to be named *Esquile* and *Fantine*, and have been designed as an improvement on the *Condor* class of sloop. They will be armed with six 4-inch, four 3-pounds, and three machine guns, will be built of steel sheathed with wood, and will fit with triple-expansion engines and water-tube boilers.

\* \*

A recent number of the *Engineer* gives some interesting particulars of the recently launched French battleship *Henri IV*. This vessel represents in many ways a departure from current French designs. She is unusually broad in the beam, has only moderate superstructures, and is without the very prominent ram carried by most French battleships. Of small displacement—only 9,000 tons—she is certain to display the defects of all small ships. In spite of very powerful engines, developing 12,000 horse-power, she is, from her shape and short length, not likely to steam fast. Her armour protection is very inadequate, being practically limited to a narrow end-to-end belt, stout turrets for her two heavy guns, and 3in. plating for her quick-fires. Her battery is weak, consisting of two 108s in weapons fore and aft and seven 55s in quick-fires. Altogether, she seems a step backwards, and there can be no doubt that *Henri IV* would find no difficulty in settling a pair of adversaries such as she.

\* \*

The battleship *London* has been launched at Portsmouth, the christening ceremony being performed by Lady George Hamilton. She is 430ft. long, and 75ft. wide, with a displacement of 15,000 tons. She will have engines of 15,000 horse-power, and an armament of 42in. breech-loading wire guns, twelve 6in.

quick-firing guns, sixteen 12-pounder quick-firing guns, two 12-pounder guns for boat and field service, six 3-pounder guns in the fighting tops, eight Maxim guns, and four submerged torpedo-tubes. The total cost of the vessel and armament will be over £1,000,000.

Considerable sensation has been excited in naval circles at Portsmouth by the disappearance of two books from the Naval Depot containing a code of the latest confidential signals used in the British Navy. Every possible precaution is taken to guard against such books falling into undesirable hands, for the consequence of the code becoming known, to any possible enemy of this country, especially on the eve of war, might be attended by serious consequences. It is not suggested that the books have fallen into the hands of the agents of any foreign Power, but there is a probability that they may have done so, and unless the books are found, and their disappearance satisfactorily explained, the whole of that particular code of signals will have to be altered.

Sports.

Several of the Metropolitan Rugby football clubs were engaged in practice matches on 23rd inst., but the match season will not be commenced till the end of the present week. Catford Bridge did not make a good start with their first team, which was beaten at Bristol by the local club by 31 points to nothing. The Bristol club is a very strong one this year, and includes a number of determined scorers. Swans, who were such heavy scorers last year, have started again in the same manner, and have at the same time demonstrated the excellence of their defence. On Saturday they beat Bridgwater by 38 points to nil. Gloucestershire achieved a fine win over Bath by 21 points to nil, and Leicester beat Abertorv by 20 points to nothing. Cheltenham handily beat Handsworth by sixteen points to nil; but Coventry and Nineant, on the ground of the former, played a draw. Portsmouth achieved a very creditable victory over Bridgewater.

In the League competition there were no games, and in all seven of the nine cases the home clubs had the advantage. There was nothing in the nature of a surprise, and Shefield United are still at the top of the list, having won all the games they have played, a record enjoyed by no other club. The two bottom places are occupied by Derby County and Liverpool, the runners-up last season in the English Cup and in the League. The two new clubs which came up from the second division, Manchester City and Glossop North End, occupy fair positions, but though their attack is pretty good, the defence does not appear to be too sound. In the Southern League there were only half-a-dozen games, and the scoring was not heavy. Swindon followed up last week's defeat of Southampton by beating Millwall, and Southampton played up to last season's form by beating Bristol City at Bristol.

Middle Europe is gradually asserting itself as a new touring ground for English footballers. Last Easter the Oxford University Association team played a series of four matches, two in Prague and two in Vienna. Originally the programme included a visit to Berlin, but for some reason or other that city had ultimately to be omitted. This winter the Berliners are not going to be deprived of the sight of an English Association team at work. They have already arranged for the visit of the Richmond Association Club next Easter. The matches are to be:—April 13. v. Prussia; April 15. v. Students' team; April 16. v. Berlin Football Association. All three are to be played in Berlin.

Karl Osmann, of Constantinople, beat the well-known wrestler, J. Carroll, of Hindley, by two falls to one, at the Westwood grounds, Wigan, on 23rd inst., in a wrestling match for £50. A telegram from New York states that Prince Ranjiit Singh and the members of his team received a cordial welcome from a committee of American cricketers.

The match between Ranjiit Singh's team and twenty-two colts of Philadelphia ended in a draw, the home side scoring 205 and 95 for nine wickets, and the Englishmen 185.

First League Table up to Sep. 25th.

| Pl.            | W. | D. | L. | For | Agst | Pts. |
|----------------|----|----|----|-----|------|------|
| Sheff United   | 4  | 0  | 0  | 10  | 1    | 8    |
| Aston Villa    | 5  | 4  | 0  | 15  | 4    | 8    |
| Newt'le United | 4  | 3  | 1  | 16  | 8    | 6    |
| Man'ster City  | 4  | 3  | 0  | 1   | 16   | 6    |
| Sunderland     | 4  | 3  | 0  | 1   | 15   | 6    |
| Wolverham W.   | 5  | 2  | 1  | 1   | 5    | 6    |
| W. B. Albion   | 4  | 2  | 1  | 1   | 5    | 5    |
| Notts Forest   | 4  | 2  | 1  | 1   | 6    | 5    |
| Stocks         | 5  | 2  | 1  | 2   | 9    | 5    |
| Notts Country  | 4  | 2  | 1  | 4   | 7    | 4    |
| Glossop        | 5  | 2  | 0  | 3   | 5    | 4    |
| Bury           | 4  | 1  | 1  | 2   | 6    | 3    |
| Burnley        | 4  | 1  | 1  | 2   | 5    | 3    |
| Blackburn R.   | 4  | 1  | 0  | 3   | 12   | 2    |
| Everton        | 4  | 1  | 0  | 3   | 4    | 2    |
| Preston N. E.  | 4  | 1  | 0  | 3   | 4    | 2    |
| Liverpool      | 4  | 0  | 0  | 4   | 3    | 0    |
| Derby County   |    |    |    |     |      |      |

Intimations.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

| STEAMERS.      | DESTINATIONS.  | SAILING DATES.                      |
|----------------|--|-------------------------------------|
| KAGOSHIMA MARU | BOMBAY, VIA SINGAPORE and COLOMBO  | TUESDAY, 31st October, at Noon.     |
| KAWACHI MARU   | MARSEILLES, LONDON, and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO & PORT SAID. | FRIDAY, 3rd Nov., at J. T. Thompson |
| IZUMI MARU     | VICTORIA, B.C. and SEATTLE   | THURSDAY, 16th Nov., M. J. Currow   |
| BINGO MARU     | MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, PENANG, COLOMBO & PORT SAID.     | FRIDAY, 17th Nov., at G. E. T. Cook |

\* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY, and Atlantic Steamers.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA,  
Manager.

Hongkong, 26th October, 1899.

[6]

## CLAYMORE.

FINE OLD SCOTCH WHISKY.

SOLE AGENTS:

THE VICTORIA DISPENSARY,  
HONGKONG.

1247a]

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PLATES, PAPERS, FILMS, CHEMICALS, KODAKS, CAMERAS,  
&c., &c., &c.

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ACHEE & CO.,  
FURNITURE STORE, 17, QUEEN'S ROAD, HONGKONG. (1239a)

UNTOUCHED BY HAND.

**MELLIN'S**  
FOOD  
FOR INFANTS and INVALIDS.  
When prepared is similar to Breast Milk.  
MELLIN'S FOOD WORKS, PECKHAM, LONDON, ENGLAND.

TUITION IN DANCING.

M. R. A. HAHN'S DANCING CLASSES  
will recommence on 1st November next.  
Intending Pupils are respectfully requested  
to send their Applications Early in order that  
Time and Terms may be arranged.

A. HAHN,

No. 10, Ice House Street.  
Hongkong, 21st October, 1899. (1330a)

CHEAP SALE  
WITH  
20% REDUCTION.

JAPANESE CURIOS,  
Except  
SILK PICTURES  
AND  
PHOTOS.

DURING 10 DAYS  
Commenced on from the 24th Oct.

D. NOMA,  
No. 12, Beaconsfield Arcade,  
Opposite the City Hall.  
Hongkong, 24th October, 1899. (1358a)

**F. BLACKHEAD & CO.,**  
SHIP-CHANDLERS, SAILMAKERS,  
COAL AND PROVISION MER-  
CHANTS, NAVAL CONTRACTORS  
AND GENERAL COMMISSION  
AGENTS,

PRAYA CENTRAL HONGKONG,  
SOAP MANUFACTURER'S.

SOLE AGENTS FOR  
HARTMANN'S RAHTJEN'S GENUINE  
COMPOSITION RED HAND  
BRAND, HARTMANN'S GREY PAINT,  
DAIMLER'S PATENT MOTOR  
LAUNCHES.

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Sole Agents for  
FERGUSON'S SPECIAL CREAM  
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P. & O. SPECIAL LIQUOR SCOTCH  
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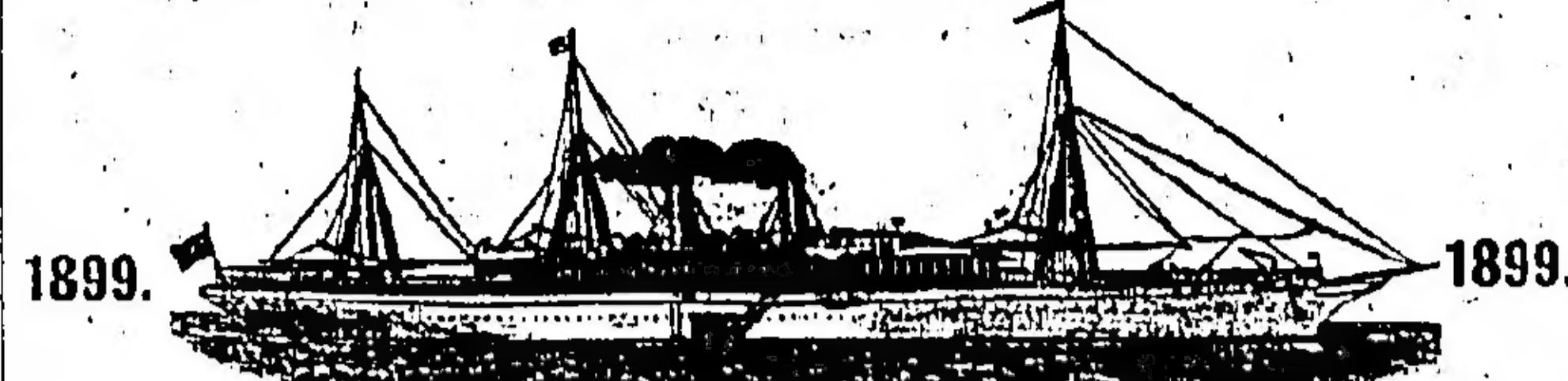
EVERY KIND OF  
SHIP'S STORES AND REQUISITES  
ALWAYS IN STOCK

AT  
REASONABLE PRICES.

Hongkong, 14th May, 1899. (39)

Mails.

CANADIAN PACIFIC RAILWAY COY'S  
ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.  
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA  
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KORE, YOKOHAMA & VICTORIA, B.C.)  
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF INDIA...Comdr. O. P. Marshall, R.N.R., WEDNESDAY, 22nd Nov., 1899.  
EMPEROR OF JAPAN...Comdr. G. D. Bowles, R.N.R., WEDNESDAY, 20th Dec., 1899.  
EMPEROR OF CHINA...Comdr. R. Archibald, R.N.R., WEDNESDAY, 17th Jan., 1900.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIOUS OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent, Pedder's Street. [3]

Hongkong, 25th October, 1899.

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR  
SINGAPORE, COLOMBO, ADEN, SUEZ,  
PORT SAID, NAPLES, GENOA,  
ANTWERP, BREMEN AND HAMBURG,  
PORTS IN THE LEVANT,  
BLACK SEA AND BALTIC PORTS:

ALSO

LONDON, NEW YORK, BOSTON,  
BALTIMORE, NEW ORLEANS,  
GALVESTON, AND SOUTH AMERICAN  
PORTS.

THE COMPANY'S STEAMERS WILL CALL AT  
SOUTHAMPTON  
10 LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH  
BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.  
(SUBJECT TO ALTERATION.)

Kyoto..... Wednesday, 8th Nov.  
King Albert..... Wednesday, 13th Dec.  
Prinz Heinrich..... Wednesday, 27th Dec.  
Prinsen..... Wednesday, 10th Jan.  
Kurlsruhe..... Wednesday, 24th Jan.  
Sachsen..... Wednesday, 7th Feb.  
Oldenburg..... Wednesday, 21st Feb.  
Bayern..... Wednesday, 7th March.  
Stuttgart..... Wednesday, 21st March.  
König Albert..... Wednesday, 14th April.  
Württemberg..... Wednesday, 18th April.  
Prinz Heinrich..... Wednesday, 2nd May.  
Prinsen..... Wednesday, 6th May.  
Hamburg..... Wednesday, 30th May.

ON WEDNESDAY, the 8th day of Nov., 1899, at 9 A.M., the Company's Steamship, BAYERN, Captain E. Prehn, with

MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON on

MONDAY, the 6th November. Cargo and Specie will be received on board until 5 P.M. on TUESDAY, the 7th November, and Parcels will be received at the Agency's Office until NOON on TUESDAY, the 7th November. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

For further Particulars, apply to

MELCHERS & CO., Agents.

Hongkong, 13th October, 1899. [1293a]

FOR THE BLOOD IS THE LIFE."

## Clarke's Blood Mixture

THE WORLD-FAMED BLOOD PURIFIER  
AND RESTORER.

IS WARRANTED TO CLEAR THE BLOOD

from all impurities, whatever may be the cause.

For Skin, Scurvy, Eczema, Skin and Blood

Disorders, Blackheads, Pimples, and Scars of all kinds,

it is a never-failing and permanent Cure.

Cures Scars on the Neck.

Cures Sores on the Legs.

Cures Blackheads or Pimples on the Face.

Cures Cysts.

Cures Blood and Skin Diseases.

Cures Glandular Swellings.

Removes the Blood from all Impure Matter.

It is a real specific for Gout and Rheumatic Pains.

It removes the cause from the Blood and Bones.

A dose of this Mixture daily will be a warranted free from anything injurious to the most delicate constitution of either sex, the Proprietary sufficient to give it a trial to test its value.

THOUSANDS OF TESTIMONIALS OF WONDERFUL CURES FROM ALL PARTS OF THE WORLD.

Clarke's Blood Mixture is sold in Bottles at 50c. each, and in cases containing six times the quantity, 10c. sufficient to effect a permanent cure in the greatest number of cases.

AMERICAN and FOREIGN MEDICINE VENDORS

MANUFACTURE THE WORLD'S PROPRIETARY MEDICINE.

THE VICTORIA DRUG COMPANY, LINCOLN,

ENGLAND. TRADE MARK—"BLOOD MIXTURE."

Clarke's Blood Mixture is sold in Bottles at 50c. each, and in cases containing six times the quantity, 10c. sufficient to effect a permanent cure in the greatest number of cases.

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AMERICAN and FOREIGN MEDICINE VENDORS

</div

## THE CHUKIANG OR PEARL RIVER.

(CANTON RIVER.)

It is difficult to imagine a more enjoyable experience than that which lies before the traveller, when, on a fine morning in the fall or winter season, he starts out for his first visit to Canton. So many items combine to make it one of the pleasantest and most interesting trips in the Far Eastern programme, and for varied and charming scenery it may well challenge comparison with many places whose beauties are much more loudly extolled. The far-famed Inland Sea of Japan indeed excels it in quality, but hardly surpasses it in the bold and rugged slopes and headlands, boulder strewn and scarred with gashes cut by the frequent tremendous tropical downpours of rain ceaselessly carrying on the work of denudation, that present themselves in succession while passing among the islands everywhere fringing the coast of China. Many an enthusiastic Scot will sometimes compare it (saving the trist of the heather) to the western Highlands, striking concession which must be allowed to carry with it a most marked compliment. Later on, after the River has entered through the Bogue, the attention is engrossed by the varied characteristics of the country through which one passes, from the abrupt entrance through the hills to the flat alluvial rice lands, and again to the higher broken ridges fringed at the foot by spreading plantations of fruit trees. The whole country, in fact, for some 15 miles below Canton may be described as one vast fruit garden. The low irrigated fields are of course given to rice and vegetable crops, but the dividing banks are all utilized for fruit, and thickly growing on them may be seen litchies, pomeloes, mangos, guavas, etc., while oranges are planted around groves, the river banks in many places being fringed with bananas, boatloads of which delicious fruit, making their way to the great centre of consumption, Canton, are frequently passed on the river. This pretty foliage with here and there a tall spreading clump of bananas and graceful groups of bamboos go to the making up of a most charming landscape. The Jesuit Pere Du Halde, who wrote at the beginning of the last (18th) century, says in his description, "The prospect of this city, and of the adjacent country is the finest that can be imagined. Going up the River, which has a tidal flow to this city, the country on both sides literally smiles in its brilliant perfection. Endless green fields, as far as the eye can see, intermixed with pleasant groves and little round hills one above another appear to describe an amphitheatre. Brooks covered with green moss, villages in little woods, and islands cut out with canals, the whole making most charming landscapes."

To the general traveller abroad seeking amusement and information, the frequently recurring glimpses of the domestic life and manners of this curious people with their various devices for adding or overcoming the operation of Nature are a constant source of interest. A new world is here, entirely different from anything of common life in the West. Nothing to be met with in the country impresses the stranger more than the vast numbers of people who live their lives on the river, constituting an almost distinct race from the shore dwellers whose custom it is to look down on them with a lofty contempt and to scornfully nickname them Shuey Kee or water fowl. Such as they are, here is the place to study them in their various callings as fishermen, junk and cargo boatmen, and everyone who is prevalent sampan woman; they are much in evidence on all sides.

Almost every point passed on the route is emphasized by its association with some historical event in the opening up of foreign intercourse with China, giving it a distinct interest, especially to travellers of British nationality. For, be it remembered that alone on British ships and British men feel the burden and heat of the wearisome, disheartening and without thankless task of breaking down the triple ramparts of an ignorant and obstructive conservatism, and against all opposition forcing an entrance for the people of all nations to the trade resources of this vast Empire. Thanks or gratitude were of course not expected and misrepresentation is the usual accompaniment of success, but whatever Britain's sins and wrong doing, let it not be forgotten, that every advantage gained has been paid for with her blood and treasure and from the first been freely shared with all corners irrespective of race or sentiment. The alien in Hongkong or other British colonies has, to-day, precisely the same rights and privileges as the man of British birth.

But let us go back and commence our voyage, supposing ourselves on board the steamer leaving the wharf at 8 a.m., pressing and passing through the inshore line of junks, swinging into the clear navigation channel, bound for Canton. Under a glorious sunshine with a moderate and pleasant breeze we push through the smooth waters of the harbour, and lounging in a comfortable rattan chair or on the spacious upper deck, or the forecastle below, are willing to admit that this is the perfection of sea voyaging and settle ourselves to take in all objects of interest. Almost directly above the steamer's wharf on a low prominence of the hill now called Possession Point, and used as a Chinese recreation ground, the British flag was hoisted on the 26th of January, 1841, and the island formally taken possession of in the name of the Queen of England. The whole Western end of the island, now magnificently spread out to our view, presents a very busy scene. The lower or Praya level is chiefly laid out in Chinese houses all built in the stereotyped pattern forming a monotonous facade; but further down come the godowns or storehouses, with the Sailor's Home and the small church of St. Peter's; roofs mount upwards gradually merging into the handsome foreign dwellings, placed picturesquely and irregularly, conforming to the varying contour of the hillside, which slopes precipitously upwards, with its green covering of undergrowth broken through in parts by the bare neutral tinted rock, carries the eye aloft till it rests on the appropriate and graceful crowning of the eminence by a little ornamental pavilion which the Hon. E. R. Bellairs, C.M.G., has erected in his beautiful pleasure grounds in the neighbourhood of the Peak signal station. The steamer is now heading up to the N.W. and to the left, looking down Sulphur Channel between Hongkong and Green Island—the route of vessels bound to the South—the Lema and Ladron Islands are seen in the distance, and to the right the small island of Wan Chu, better known as Stonecutter's Island, armed with heavy guns, forming with the Belcher Point fort which we have passed to the left, the defences of the Western entrance to the Harbour. On the mainland to the right, the Peak of Tai Mo Shan attains the respectable height of 2,640 ft. and forms a dominant object; though the slope of its side is 16°, it is flat for 100 ft. in impression. The sharp and rugged peak of Lantau, to the left, although some 500 feet in height, forms a more striking mark for the eye to rest on. Meanwhile the steamer has been closing up with the land, and what seemed at a distance an impenetrable barrier gradually opens out into the narrow passage of Cap Shui Mun (Swift water gate), between the large island of

Lantau and the small one of Mahwan. Here on the shore may be seen the large oblong dip nets which are lowered into the water and pulled up again by a curious foot windlass. Passing through and turning about due East, we leave on our right Pirate's Bay, a long inlet taking its significant name no doubt from some episodes in its past history. Our course now runs by a succession of rocky headlands, leaving on our left two small islets, The Brothers, nearly opposite to the remarkable pointed mountain on the right known as Castle Peak with its beautiful bay, inland from which the Hongkong snipe shooter finds his best bags. We have so far been passing along the back territory acquired as an extension for Hongkong this year, and a little further on we reach Deep Bay. A Deep Bay is a sheet of water running into the land and approaching a corresponding inlet from the East, known as Mrs Bay, having between them a comparatively narrow isthmus which has been taken as a convenient situation for the new boundary. The Bay itself is certainly, in one sense, misnamed, as it is exceedingly shallow, hardly floating a sampan, and at certain times of tide the fishermen stick platforms for their large dip nets. In the back waters of the Bay and all along the shore further up where the "conditions" are suitable, oyster culture is practised on an extensive scale. An ancient industry, the Chinese exhibit much skill and method in carrying it on, but they make little use of the fresh oyster as we do, preferring to dry them for consumption in the country. In Canton they may be seen for sale in the provision shops, but are not very inviting in appearance. Immediately beyond Deep Bay is the peninsula of Shok Wan, on which stands the temple of Tin Hau, the Queen of Heaven. This goddess is said to be very benevolent to those who make their business in the waters, and is in great repute with the fishermen and boatmen of all classes. On her birthday, the 23rd day of the 3rd moon, the little bay in front of the temple is completely filled with craft of all descriptions, gay with bunting, while a stream of steam launches conveys passengers up from Hongkong. A temporary matchshed village is on the beach and the visitors have a high old time, gambling, feasting and otherwise diverting themselves. Of course, the cash gain of the function is the portion of the priests.

Away on our left is the island of Lin-tin (the lovely one), deserted now. Its name at one time had a much wider significance, as before Hongkong was known and occupied as a port, vessels from Europe and the United States used it as the objective point in China and cleared for Lin-tin.

The roadside to the N.W. of the island was used as the outer anchorage to the port of Canton, and ships arriving went through the formalities of measuring the ship by the officers of a Chinese official, the Hoppo, a euphemistic term really meaning the adjustment of the amount of "squeeze" which the official could extract from the supercargo of the vessel. Here also were the receiving hulls, moored off the island for the reception of all sorts of goods, opium included, well armed and not submitting to Chinese inspection. The Imperial Maritime Customs have since established a station on this island. A little above Lin-tin, standing well out of the water, are two small but noticeable rocks called Fan Shek by the Chinese and sometimes by Europeans the "Two hour rocks" as they are about that distance in time from Hongkong. Almost abreast of them, to the right, the land falls away in a crescent-shaped inlet, at the base of which is situated the important market town of Nan-tau. This place attracted no little attention in the year 1858 by firing on the British gunboat Starling when she was employed, under a white flag, distributing a government proclamation; and in the month of August of that year, a punitive expedition was sent against the town capturing it by assault, but unfortunately without loss of officers and 3 men being killed and a naval lieutenant and 12 men wounded.

Leaving the islands now we head up for the mouth of the River, which is discernible between two headlands. Passing a row of large fishing stakes standing well up out of the water, to which at certain periods of the tides the fishermen attach their nets, salting and drying their catch for the inland markets, here may be frequently seen the white porpoise leisurely showing himself at intervals and occasionally, when near the steamer, accompanying her for a short time, swimming close in advance of the stern and now and then raising his whole bulk out of the water, apparently without any effort.

This peaceful estuary is now the highway for all the seaborne traffic of Canton, and wherever the eye glances it falls on some of the various craft engaged in it. And various they are, from the great steamer, pushing her turbulent way through the water, to the Chinese gunboat going and coming one knows not whether or whence; the tiny steam launch stealing and persistently putting away to her destination, the huge unwieldy salt junks either dead laden with scuppers awash slowly lumbering along, or its cargo discharged, returning for a fresh load, its wide fanlike sails, dun coloured and fashioned out of matting stretched out like the wings of a huge butterfly, the white foam churned under the bluff bows, the cargo being out, now rising high above the water, to the ordinary trading junk with the heterogeneous cargo disposed all about and around her, the solid freight below and the stern of the mouth, which is discernible between two headlands. Passing a row of large fishing stakes standing well up out of the water, to which at certain periods of the tides the fishermen attach their nets, salting and drying their catch for the inland markets, here may be frequently seen the white porpoise leisurely showing himself at intervals and occasionally, when near the steamer, accompanying her for a short time, swimming close in advance of the stern and now and then raising his whole bulk out of the water, apparently without any effort.

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Chen-pi was the scene of one of the most ghastly tragedies of modern times. On the 15th of November, 1867, after the celebration of the Queen's Jubilee in Hongkong a small steamer named the Wah Yewng, bringing up returning passengers to Canton, caught fire. She had been employed in freighting kerosene and being more or less saturated with the leakage of the oil was in a terribly inflammable condition. Barely time to beach her just above the rock which shows off the forts, she became so completely wrapped in flame so that escape was impossible, and out of nearly 700 people on board only about 100 escaped; the rest were cremated.

The opposite headland to Chen-pi, also fortified, is named Tai-kok-tow, and as we pass up the river we see more forts on either hand, to the left the Wan-tong or Theewart and the Way Islands, two small islands prettily wooded and crowded with guns, and further on to the right, the high headland of A. Ngay, or Woman's Shoe, is heavily fortified. In passing one sees the contour of the old forts with the guns on the water level and back wall climbing up the hill, admirable for resisting a frontal attack but possessing also the advantage of allowing the enemy to walk at the rear. According to the Chinese etiquette of war such a proceeding did not seem to have been considered fair, and the Commandant of the Polho

the great delta of the river, as well as on the Sikiung or West River itself, a bold, bad man will stick a spear into his victim or shoot him down with just as much sang-froid as his brethren the Captain Flights and John Silvers of the Spanish Main cut their captives throats or made them walk the plank in older times. As with everything else the piratical profession in China is peculiar. It is a fact, or reported as such, that one of the steam launches running from Canton through the creeks carried a pirate on her pay roll to secure, of course, immunity from the attacks of his professional brethren. Gilbert and Sullivan missed a chance in not coming to China; where invention of absurdities is scarcely needed, as topsy-turvydom both in plot and orchestral accompaniment is at hand ready made.

An hour and a half's run from Lin-tin brings us up to the entrance of the river, known as the Bogue, the probable derivation of which name is the abbreviation of "Bocca Tigre", the Portuguese translation of the Chinese appellation "Eu-mun" or "Tiger mouth." The entrance at present bears no resemblance to the Bogue of former days. The low Chinese fortifications with their lines of old cast-iron guns close to the water's level have given place to the modern rifled cannon of large size, covered over ostentatiously with black shelter partitions and elevated on the summits of the hills commanding an all-round fire. Whether they would prove any more effective than their obsolete artillery against modern attack has yet to be tested, so much depends on "the man behind the gun." The Bogue is naturally a strong position and by the ignorant mandarins, puffed up with conceit and arrogance, was thought to be unassassable. Of course in the days of resistance and obstruction, it being the outer defence of Canton, historical interest clusters thickly around the place, and from the day, in 1655, Cromwell being their ruler in England, when the bold Captain Weddell in the British ship London sailed through the narrows commanding the forts as he passed and was afterwards, in friendly audience with the Chinese,—down to the end of the last (1861) war, every fresh change in relations seemed to be inevitably accompanied by the capture of one or more of the Bogue forts, a U. S. Squadron having once bombarded them. The recital of these attacks would be tedious to our readers, but a couple of episodes taken from Dr. Eitel's most interesting *History of Hongkong* will bear relating. Every one has heard of the "Opium War"; The event which fixed that name on the war was the seizure of 20,000 chests of foreign-owned opium by the Imperial Commissioner Lin and the detention of Captain Elliot, the British Superintendent of Trade, together with several merchants as prisoners. Commissioner Lin forced the delivery of the opium, which was effected by the ships coming up two by two and discharging their cargoes at Lankeat, an islet just outside the Bogue, whence in June, 1839, it was taken to a place on the shore and destroyed. Dr. Eitel says, by mixing it with "quicklime, which took some weeks," one may safely surmise that opium was cheap and plentiful in the neighbourhood at that time. Odium is, and by many unintentionally, fixed on England by giving the war shortly followed the name of the "opium war." But, as a matter of fact, it was really an application of the argument a Chinaman can understand, the object being the enlightenment of the mandarins to the idea that the foreigner was not altogether the abject being they seemed to consider him and also to show them official that the days of brawling and insolent assumption of superiority were past. The seizure of the opium was only the proverbial "last straw," in effect the culmination of a series of outrages, insults, and injuries that orders had been given and preparations were being made for the extermination of the hateful breed of barbarians,—the hateful brood was not exterminated, though!

Passing up between far-extending rice fields, as the water is low, we will pursue our voyage by the Front-Reach and shortly turn off to the right. About this point on our right also may be seen at some distance the gleam of a green glazed roof in a clump of conspicuous trees. It is the temple of Pao-las, and the idol within is that of Hung Shing, the God of the Canton River and of the Southern Ocean. He is much resorted to when rain is needed, and the Viceroy sometimes has to come down and implore him to send it. Also in times of severe sickness this idol has to be carried through the streets of Canton, and such processions are supposed to be a remedy of great efficaciousness. A couple of miles further up we pass through a barrier formed by junks loaded with stones and sunk side by side across the river with piles driven between to keep them in place, an opening being left for vessels to pass through. This form of defence is a favorite one with the Chinese, the Viceroy who constructed it saying that he was not sure of his men but he knew the stones would stay there. It apparently never enters the minds of these enlightened rulers that they are ruining the river; if it does, it would probably make no difference as they are there simply for the time of their appointment, and if the Viceroy gets away with full pockets what matters it to him? If after him comes the deluge, he care not. There are forts in the neighbourhood of the barrier and likewise close below Whampoa. A little further on up the creek to the right is the village of Shek Kong, which is dedicated to the Chinese, and is the place of the "Factories," the name of which is almost forgotten. Not a trace of foreign occupation is now to be found there, and the only memory survive in the name of the streets, "Thirteen Hong," Street, which formed their original boundary, at the back. We now appear to be ploughing into a crowd of sampans, bent on dealing out death or destruction, but somehow, they avoid the crash and the steamer slides up alongside the wharf and makes fast, and the globe-trotter is lucky who finds himself consigned to the care of Ah Can Sen, a most efficient and painstaking guide, who will at once take him under his wing and plunge with him into the maze of the great city.

But though the passengers leave, the constant flow of Chinese life surges around the steamer without cessation, and it is occupation enough to lean over the rail and watch the kaleidoscope scene that passes beneath. No description can do it adequate justice; the samples of humanity that come under view are so varied and singular, and the com and go so ceaseless, and the noise, and the com and go said to cease entirely even at night, it only calms down for a limited space, no one knows when the Chinese boat people sleep. If the passenger goes ashore and intends going away by the morning steamer, it would be well for him to get on board some quarter of an hour or so before starting, as the sight of the live fish coming in for transport to Hongkong is very interesting. The probability is that the steamer leaving Canton will go by the Back-Reach and clearing the wharf will steam directly up the river, passing Shamen and turning down round the head of Honam Island. To the right, as we do so, is Fa-ti or the Flower ground. Here are the nursery gardens of Canton where may be seen the Chinese practice of horticulture. From thence come most of the flowers that adorn the residents' houses. The Chinese are successful with many flowers, Chrysanthemums are in profusion in the winter months; and others come in their season.

A little distance down the reach is the New German Mission, and below that, behind bamboo fences, may generally be seen ducks in thousands. They are hatched in hot air incubators close by, and from here are drafted into the duck boats and sent down to the river. Two miles down we pass a fort on an island, formerly known as the Tee-to-tum fort, but now generally called "Macao" fort. It is valueless as a defence and only curious, as on the black shutters of the square ports are painted gulf tigers to terrify assailants. On the bank to our left opposite is the cemetery for the foreign residents of Shamen. Here after much wearying world voyaging, having lived, loved and vanished from the gaze of men, gathered from everywhere, each one with his birth place thousands of miles away at the other end of the world, and at the last laid together in this little gulf in a strange land, they await the rolling summons of the last Angel.

Two miles further down we pass to the right, the entrance of Fatshan Creek, were in June, 1857, the boats of the British Squadron under Commodore Elliott and Capt. Keppel, destroyed, with loss to themselves, the main force of Chinese war junks. Keppel following their flight up to the City of Fashan some 12 miles up, the place of the fight was just at the limit of the water view up the creek.

The scenery in this reach is somewhat different from that passed in coming up. Rice lands and fruit plantations are the rule, with many creeks intersecting, but the low hills come in places down to the river. They are thickly wooded, and there are many prettily-situated villages, embowered in banyan and fig-trees. The navigation too is most intricate and requires circumnavigation. High island, in the middle of the river, leaves a rather narrow waterway, and there are four barriers to pass, the last made in Germany of steel and iron, it is said, 100,000 tons. Its actual effectiveness is perhaps questionable, but it looks substantial, and that

and if Zephyr happens to be travelling from her direction with his "light wing oppressed with perfume," he makes his arrival known in the most striking and decisive manner, and the perfume he carries is the famous "Canton River Bouquet." We shortly pass another barrier, and immediately above were the ruined famous Barrier Forts; but during the last war with Great Britain in 1856, they having fired, on the passing boats of a U. S. war vessel, she promptly came up and demolished them. They have since been rebuilt in modern style, and the one we pass on the left seems to be the masterpiece of some Chinese Viuban, armed with quick-firing guns (Chinese pattern). The garrison is evidently on a peace footing, consisting of one man who unites in himself all grades from commandant to cook; his whole duty appears to be the hoisting of the flag on high-days or when an official passes in a gunboat.

Another Pagoda, the Red Stone Hill Pagoda, stands near this. There is said to be a supernatural treasure beneath it somewhere. It is a little dilapidated, has lost its spike, and leans a little to the eastward. From this point we can now see the elevated structures about the City. The square looking building on the height at the back is the "Five Storied Pagoda" and is built on to the north wall of the city. Directly outside the wall is a hill with a fort on the top, known as the Gouji's fort, Sir Hugh Gough having in May, 1842, begun the attack on Canton by capturing it. A little to the right there is another hill crowned by a low building with a single tree, which is remarkable as the point from which the Tatars, in 1656, attacked the city, and after a siege of 11 months captured it on the 24th November, slaying, it is said, 700,000 of the inhabitants. Above the city itself rise the numerous high-square-topped pawn-shops and the lofty roofs of the temples and gate houses, with the Flower Pagoda in the background and the "Smooth Pagoda," or minaret of the ancient Arab Mosque, some distance from the river. We next pass the Salt Flats, or a shallow stretch of water where the great salt junks moor themselves in the most inconvenient way for passing vessels, occupying the deepest part of the channel.

The city face is next reached, and any attempt at description of this last portion of the trip must be futile. The best thing for us to do is to get on the upper deck of the steamer, as the view on both sides is most effective from that position and we can observe the whole panorama ashore and afloat. A good deal of the domestic back-door life is under our eye as we pass along. The side of the river to our left is called "Imam" (the south bank) and is an important suburb of Canton where many industries are carried on. To the right the river face is completely masked by floating craft of all kinds. On the river itself the sampans seem keenly bent on attaining suicide by getting run over by the steamer, and in some places they wait with men and women ready to jump on board, as she passes, to seek a job among the Chinese passengers. Passing the small islet called by the Chinese "Hoi-chu" or Sea Pearl and by the foreigners the Dutch Folly we see, between rocks and buoys marked on either side by beacons and buoys on the right, a foreign-looking house, the hospital of the Medical Mission now carried on by the American Presbyterians. Directly above is a group of ramshackle-looking floating constructions. These represent the famous Flower Boats or more properly Flower Boats, the Chinese using the word (fa) flower to express ornamentation or decoration. These boats are fitted up internally in a gorgeous style of Chinese adornment. Passing these on the shore is the once noted site of the "Factories," the name of which is almost forgotten. Not a trace of foreign occupation is now to be found there, and the only memory survive in the name of the streets, "Thirteen Hong," Street, which formed their original boundary, at the back. We now appear to be ploughing into a crowd of sampans, bent on dealing out death or destruction, but somehow, they avoid the crash and the steamer slides up alongside the wharf and makes fast, and the globe-trotter is lucky who finds himself consigned to the care of Ah Can Sen, a most efficient and painstaking guide, who will at once take him under his wing and plunge with him into the maze of the great city.

no doubt counts for a great deal with the authorities.

A mile or so further down, having passed to the rear of Whampoa, we rejoin the main channel and henceforth our course is over the same ground as in coming up; it will be interesting to take a trip around the lower deck of the steamer and to study the surroundings, especially the method by which they manage to bring the fish down to Hongkong alive. It will also be an interesting experience watching the same fish being discharged at Hongkong, where the steamer is due about 3 p.m. and when once more we walk ashore on British soil.

THE FIVE-STORIED PAGODA.

Call this a pagoda? why, isn't a particle like the real original genuine article. That kind of tall, slim, perpendicular building on Top of which sticks a long spike with some gilding on.

With a whole lot of stories, outside each a gallery.

All fixed up with tiles of that greenery gallery. Kind of a crockery that Chinese delight over. (Which I think atrocious, but don't want to fight over).

But this nondescript structure's a sort of connecting link.

'Twixt a glorified barn and a five-storied skating rink.

I don't want to go in for outright abuse of it, But yet I should like to know what is the use of it;

The Britishers lived in it during their scrimmages.

And old Peng seemed to think it a good place for images.

At night for ghosts' tea parties 'would be a charming place.

But for folk in the body a very alarming place; Still, however, the edifice I may be sniffing at. No doubt 'tis an elegant place to take him at, And, although, the ladders appeal you, the first of it;

When you've got up one flight you are over the worst of it;

And the view that you get from the top is so pretty too—

The river you see and the hills and the city too. On the whole I dare say, in regret, 'twill be parted with.

But I firmly maintain the opinion I started with, That the person that christened it ought to have known a

Deal better 'n to call this here Barn a Pagoda. Contributed.

## Shipping.

### STEAMERS.

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR SWATOW, AMOY AND TAMSUI. THE Company's Steamship

"MAIDZURU MARU," Captain T. Orata, will be despatched for the above ports, TO-MORROW the 29th instant, at Daylight.

For Freight or Passage, apply to MITSUI SHOSEN KAISHA, Agents.

Hongkong, 28th October, 1899. [1319a]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI. THE Company's Steamship

"WHAMPOA," Captain Garrioch, will be despatched as above on MONDAY, the 30th instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 26th October, 1899. [1348a]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR MARSSEILLES AND LONDON VIA STRAITS.

(Taking Cargo at through Rates for LIVERPOOL, GLASGOW, CONTINENTAL PORTS, RIVER PLATE, &c.)

THE Company's Steamship

"OANFA," J. A. Davies, Commander, will be despatched as above on MONDAY, the 30th instant.

For Freight, &c., apply to HOLLIDAY, WISE & CO., Agents.

Hongkong, 11th October, 1899. [1268a]

WEST RIVER SERVICE.

THE New River Steamers

"SAMSHUH & WUCHOW," will be despatched alternately from Messrs. DOUGLAS LAPRAK & CO.'S WHARF, at 5 P.M. on MONDAYS, WEDNESDAYS and FRIDAYS for WUCHOW, calling at KONG-MOON, KAMCHUCK, SAMSHUH, SHIUSHING and TAKHING.

Both Vessels have Superior Accommodation for Saloon Passengers.

Fares, including Sleeping Berth and Meals.

HONGKONG to SAMSHUH.

Single Fare, \$10.00.

Return Fare, 17.50.

HONGKONG to WUCHOW.

Single Fare, \$20.00.

Return Fare, 35.00.

The Attention of Passengers is drawn to the Magnificent Scenery on the West River. Arrangements can be made for the Steamers to stop at SHUH HING to enable Passengers to visit the celebrated "MARBLE ROCKS" and "CAVES".

For further Information, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 16th October, 1899. [1307a]

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"JOHN SANDERSON," will be despatched for the above port on or about the 1st instant, and will be followed by S.S. ST. JEROME to sail about 15th Nov.

For Freight, apply to DODWELL & CO., LIMITED, Agents.

Hongkong, 26th October, 1899. [1127a]

CHINA NAVIGATION COMPANY, LIMITED.

FOR TIENSIN.

THE Company's Steamship

"KWEIYANG," Captain Outerbridge, will be despatched as above on SATURDAY, the 4th November.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 25th October, 1899. [1345a]

"BEN' LINE OF STEAMERS."

FOR LONDON, VIA SUEZ CANAL.

THE Steamship

"BENLEDI," Captain Faruhar, will be despatched as above on TUESDAY, the 7th November.

For Freight, apply to GIBB LIVINGSTON & CO., Agents.

Hongkong, 26th October, 1899. [1353a]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"HECTOR," Captain Barr, will be despatched as above on TUESDAY, the 14th November.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 5th October, 1899. [1283a]

SHEWAN-TOMES & CO.'S "NEW YORK" LINE.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"MOVUNE," Captain Conrad, will be despatched for the above Port, on WEDNESDAY, the 15th November, in the Afternoon.

For Freight or Passage, apply to SHEWAN-TOMES & CO., Agents.

Hongkong, 23rd October, 1899. [1338a]

"GLEN" LINE OF STEAMSHIPS.

FOR LONDON, VIA SUEZ CANAL.

THE Steamship

"GLENSHIEL," Captain , will be despatched as above on MONDAY, the 20th November.

For Freight or Passage, apply to MCGREGOR BROS. & GOW.

Hongkong, 27th October, 1899. [1355a]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"MACHAON," Captain Hanafi, will be despatched as above on TUESDAY, the 28th November.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 23rd October, 1899. [1335a]

CHS. J. GAUPP & CO., CHRONOMETER, WATCH, and CLOCK MAKERS, JEWELLERS, SILVER SMITHS, and OPTICIANS.

CHARTS and BOOKS.

NAUTICAL INSTRUMENTS.

Gold Agents, for Louis Audemars' Watches awarded the August Prize at every Exhibition.

and for Young & Son's.

OPTICAL OPERA GLASSES.

MARINE GLASSES and SVGLASSES.

No. 54 & 56, Queen's Road Central. [1335a]

## Shipping.

### STEAMERS.

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"TSINAN," Captain Anderson, will be despatched, as above on TUESDAY, the 31st instant, at Noon.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First Class Saloon is situated forward of the Engines.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 24th October, 1899. [1319a]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.

THE Company's Steamship

"WHAMPOA," Captain Garrioch, will be despatched as above on MONDAY, the 30th instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 24th October, 1899. [1319a]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY and MELBOURNE.

THE Company's Steamship

"TSINAN," Captain Anderson, will be despatched as above on TUESDAY, the 31st instant, at Noon.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 24th October, 1899. [1319a]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.

THE Company's Steamship

"WHAMPOA," Captain Garrioch, will be despatched as above on MONDAY, the 30th instant.

For Freight, &c., apply to HOLLIDAY, WISE & CO., Agents.

Hongkong, 11th October, 1899. [1268a]

WEST RIVER SERVICE.

THE New River Steamers

"SAMSHUH & WUCHOW," will be despatched alternately from Messrs. DOUGLAS LAPRAK & CO.'S WHARF, at 5 P.M. on MONDAYS, WEDNESDAYS and FRIDAYS for WUCHOW, calling at KONG-MOON, KAMCHUCK, SAMSHUH, SHIUSHING and TAKHING.

Both Vessels have Superior Accommodation for Saloon Passengers.

Fares, including Sleeping Berth and Meals.

HONGKONG to SAMSHUH.

Single Fare, \$10.00.

Return Fare, 17.50.

HONGKONG to WUCHOW.

Single Fare, \$20.00.

Return Fare, 35.00.

The Attention of Passengers is drawn to the Magnificent Scenery on the West River. Arrangements can be made for the Steamers to stop at SHUH HING to enable Passengers to visit the celebrated "MARBLE ROCKS" and "CAVES".

For further Information, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 16th October, 1899. [1307a]

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"JOHN SANDERSON," will be despatched for the above port on or about the 1st instant, and will be followed by S.S. ST. JEROME to sail about 15th Nov.

For Freight, apply to DODWELL & CO., LIMITED, Agents.

Hongkong, 26th October, 1899. [1127a]

CHINA NAVIGATION COMPANY, LIMITED.